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Montana and the Sky

MDT Department of Transportation – Aeronautics Division Vol. 45 No. 11 November 1994

AOM Board Meets

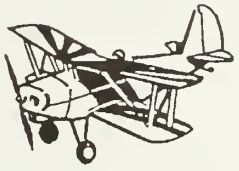
The Board of the Aviation Organizations of Montana held their fall meeting in Helena on Saturday, October 29. The AOM Board is made up of a representative from each of the aviation organizations in Montana. Members are appointed by their respective associations.

The group reviewed the application and formally approved the award of the new flight scholarship funded by AOM. The scholarship in the amount of $500 will be offered for the first time this year and will be formally presented to the winner at the 1995 Montana Aviation Conference. Set up by AOM to assist Montanans with the expenses involved in advancing their flight training, the scholarship will be an annual award.

The Board received final accounting of the 1994 Billings Conference. It was an unqualified success, not only financially but for the excellence of the program offered and number of attendees. Members were also brought up to date on planning for the 1995 Montana Aviation Conference scheduled for March 1–4 in Kalispell.

There was a brief discussion of some possible issues which might surface in the 1995 legislative session. Although at this time it is not thought that there will be a great deal of activity on aviation issues, members of state organizations are urged to carefully monitor legislative activity. It was also suggested that as soon as elections are finalized members contact their representatives and senators to inform them of the importance of aviation in Montana and to gauge their willingness to support the aviation community should issues arise.

A brochure outlining the membership, purpose, and goals of AOM was done several years ago, and the Board voted to have the brochure updated. It is hoped that the update can be accomplished in time for distribution through the Aeronautics Division with the 1995 pilot registration information.



REMINDER: Those organizations wishing to host the 1997 Montana Aviation Conference should be prepared to enter a letter of intent into the record at the AOM meeting that will be held in conjunction with the Conference in Kalispell. In keeping with the past tradition of alternating between east and west of the Division, the 1997 Conference would be held in the west.

ALSO: Terms of representatives of the following organizations will expire at the 1995 Conference: MAMA, MPA, MFF, AMAA, and EAA. Those organizations should be prepared to appoint (or reappoint) their representative for the ensuing two-year term.

Mountain Search Pilots Trained

The Division's annual Mountain Search Pilot Clinic was held September 16-18 in Kalispell. Thirty volunteer Montana search pilots completed the training.

Friday evening began with a briefing from Fred Hasskamp who also spoke on observer training and Montana's air search system.The evening concluded with Chuck Thuot of the Emergency Response Institute (ERI) teaching survival training.

Saturday and Sunday participants rotated between flight training in the Schafer Meadows, Spotted Bear, and Meadow Creek areas, "hands-on" survival training, provided by Chuck Thuot and Jeff Hogan (ERI), and ELT homer training taught by Will Mavis, Lyle Sartain and Hugh Wilkins.

Saturday evening Senior Airman Dan Cano of the Air Force Rescue Coordination Center (AFRCC), Langley AFB, VA, spoke on AFRCC search and rescue activities. And Sparky Imeson, nationally known mountain flying expert, spoke on mountain flying.

Through the Division's pilot registration process, nationally recognized statewide volunteer air search and rescue system is maintained.

To receive an application next year, pilots should volunteer as indicated on the Pilot Registration Card.

The Division is grateful for its many well-qualified search volunteers.

(SEE PHOTOS PAGE 5)

Administrator's Column

USDOT Reverses Promise to General Aviation: U.S. DOT Secretary Federico Pena has announced his "change of mind" on his previous promise to general aviation users that they would not be charged with additional fees to fund his proposed United States Air Traffic Services (USATS) corporation which will "privatize" the current FAA Air Traffic Control system into a government corporation. The USDOT now proposes to include general aviation to their user charges. Except for the large airlines and the ATC union there is strong opposition to the USATS proposal including Congress. If such a system were to become reality I fear that the result will be a significant degradation to safety as many GA pilots will, because of the user fees, avoid using the system by not checking weather, not filing flight plans, or by not making any contact with ATC even when they are in trouble and should request assistance.

Independent FAA: Two aviation Subcommittee Chairmen, Senator Wendell Ford of KY and Representative James Oberstar of MN introduced similar bills to remove the Federal Aviation Administration from the US Department of Transportation. However with Congress adjourning until January of 1995 these bills have died and will need to be reintroduced after Congress convenes.

FAA Obsession For Computer Only Testing: In spite of negative impact on general aviation, particularly in rural America, the FAA is plunging "throttle to the firewall" forward to implement by mid 1995 their computer only testing program for FAA certificate exams. There will be no more pencil and paper written exams. The computerized testing is a good cost savings alternative in certain applications in certain areas of the country however to have it as the sole means of testing and to expect the small flight schools and the designated pencil written test examiners with a very limited number of students to make a sizable investment in the required computers is just ludicrous. The other down side of this is that the FAA will only allow a limited number of Computer Testing Designees who as I understand it will be required to have a minimum of 3 testing computers. This will require students in rural Montana to travel great distances to take a written exam. I recently wrote a letter to the FAA citing these concerns and requested that they reexamine their thinking and consider what it will do to further discourage student starts which are already at a nationwide crisis of an all time low. I recommended that they retain their "pencil and paper" testing designees in those areas where access to the computer testing centers is a significant burden. I hope that the FAA receives enough complaints on this issue to reconsider their actions.

Public Aircraft Usage Expanded: Congress passed legislation which will allow users of public aircraft to expand their usage. Public aircraft include but are not limited to military surplus which are operated by federal, state, and local governmental agencies and they are not required to comply with FAA certification or pilot or maintenance regulation. Although the private aviation sector strongly opposed this expanded usage it is really very restrictive in that such usage for compensation can only be for another governmental agency and they must certify to the FAA that no private sector aircraft was available and that the flight was an emergency to save live(s) or property.

VA Flight Training: Congress has passed the Veterans flight training program which will make the program permanent for eligible veterans. The program would have expired September 30, 1994 but will now continue with no further expiration dates. The program will be the same as previously established. The bill was introduced by Senator Thomas Daschle of South Dakota and eligible veterans must first obtain a Private Pilot Certificate to receive benefits.

Montana and the Sky
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Marv Dye, Director

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ALOA Scholarship

A Love of Aviation Scholarship (ALOA) established in 1993 by an anonymous donor due to the retirement of the Van De Riet Flight Scholarship, will again be awarded in 1995.

The $250 scholarship is to be used to help defray costs of flight instruction and will be presented during the 1995 Montana Aviation Conference in Kalispell.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at 444-2506 for more information. Letters must be received no later than February 10, 1995.

Calendar

November 4—Montana Aeronautics Board Meeting, Helena.
November 9—FAA Listening Session, 7 pm, Airport Terminal, Billings.
December 3—Rocky Mountain College Open House, Billings.
January 14, 1995—AOM Board Meeting, Helena.
February 4 - 5,—Flight Instructor Refresher Clinic, Helena.
February 17 - 19—Winter Survival Clinic, Helena/Lincoln.
March 1 - 4—Montana Aviation Conference, Kalispell.
March 5—INAC Board of Directors Meeting, Kalispell.
March 5 - 8—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

Ennis NDB

Final touches are being done to complete the installation of our newest nondirectional radio beacon located at Ennis Big Sky Airport. The overhead antenna wires and the down lead were installed by Mike Rogan and Redge Meierhenry on September 26-27.

This station will be using a new Southern Avionics Company SSC-ABS Transmitter, with a power output of 100 watts. The station identifier will be EKS on a frequency of 286 Khz.

As soon as the construction of the transmitter building is complete we will install the transmitter and the station will be on the air.

Mike Rogan attaching a downlead to overhead wires on the center pole.

Mike Rogan on the pole and Redge Meierhenry on ground.

I would like to thank the Madison County Airport Authority Chairman, Bob LeSuer, for all the work he has done to keep this project moving forward. Thanks Bob for all your hard work and thanks to all of your volunteers who helped paint the poles and set them in the ground.

99s Scholarship

The Montana Chapter of the Ninety Nines will award the fourth annual Esther Combes-Vance/Vern Vine Memorial Scholarship at the Montana Aviation Conference in Kalispell. The scholarship is to aid the financing of a female student pilot's flight training.

Applicants must be at least 16 years of age, reside in Montana and receive training in Montana.

Interested applicants must submit an essay of approximately 500 words stating the reasons for wanting to learn to fly, including where your interest began and plans for obtaining your private pilot certificate. In addition, applicants must include plans for contributing to the growth and betterment of the Montana Ninety Nines. Other application materials are required.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 W. Crawford, Livingston, MT 59047, phone 222-6826; or Gail Sanchez-Eaton, 1615 S. Black, #108, Bozeman, MT 59715, phone 586-4126.

Big Sky Airlines Grand Opening

At left, Terry Marshall, CEO, Big Sky Airlines and Richard Larson, Mayor, City of Billings, participate in the ribbon-cutting ceremonies to celebrate the grand opening of Big Sky's maintenance and office facilities located on the east end of the Billings Logan Airport.

Linda Reed of Governor Marc Racicot's Office and John Rabenberg, Chairman of the Governor's Essential Air Service Task Force, attended the festivities to congratulate Terry Marshall and Craig Denney of Big Sky Airlines.

Annual MPA Fall Fly-in

Glendive hosted the Fall Fly-in of the Montana Pilots Association. Great food, programs, decorations and entertainment added to successful event.

Martin Elshire and Lanny Hanson visit with Ray Costello (center), AOPA regional rep. Ray conducted an informative session regarding national aviation issues and listened to concerns of Montana pilots.

Loren Smith, Great Falls, addressed the MPA Board at its annual fall meeting. Loren encouraged MPA members to get to know their state/federal legislative candidates and more importantly their views/positions on aviation matters prior to the election.

Denney Bridges, Helena FAA FSDO office, congratulates Larry French for staying in his aerobatic box and for adhering to his aerobatic altitude waiver! Larry, Phil Petrik and Roger Meggers performed an outstanding airshow during the event.

16th Annual Mountain Search Pilot Clinic

The rigorous schedule of the clinic contributes to hearty appetites! The daily cold cut buffet luncheon provides a welcomed break in the action.

Fred Hasskamp, former Safety & Education Bureau Chief at the Aeronautics Division, and most respected mountain search pilot, provides volunteers with a schedule, grid search and training area briefing.

Chuck Thuot and Jeff Hogan provide valuable survival techniques geared to the general aviation pilot. The groups learned ways to protect themselves in a survival situation utilizing many different objects.

A fun part of the ELT homer training involves "putting your knowledge to work" and locating— through the use of a homer— an ELT that's been hidden on the Kalispell City Airport.

Volunteer pilots enjoy the opportunity to meet mountain flying expert Sparky Imeson and to have him personally sign his book on mountain flying. The Division presents to each participant a complimentary copy of Sparky's book which is an excellent resource for anyone flying in the mountains.

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Federal Aviation Administration Authorization Act of 1994

As Passed by Congress—August 8, 1994

Major AIP Authorization Provisions

• Provides a three-year authorization for the AIP at levels of $2.105 billion for the current 1994 fiscal year (although the actual appropriated level is $1.69 billion), $2.161 billion for FY '95 and $2.214 billion for FY '96. [Sec. 101]

• Provides authorization for Facilities & Equipment program at levels of $2.52 billion for FY '94, $2.67 billion for FY '95, and $2.735 billion for FY '96. [Sec. 102]

• Provides authorization for FAA Operations at $4.576 billion for FY '94, $4.674 billion for FY '95, and $4.810 billion for FY '96. [Sec. 103]. Also limits trust fund spending to 70 percent of FAA's budget. [Sec. 102]

• Expands Passenger Facility Charge (PFC) eligibility for airside projects to cover costs of compliance with federal mandates for the Americans with Disabilities Act, Clean Air and Clean Water Acts or to mitigate environmental effects of such projects. [Sec. 203]

• Directs DOT/FAA to review the effectiveness of the PFC regulations that require airlines to hold PFC revenues in trust for airport operators and to examine the difficulty airports are having reconciling anticipated PFC income, with amounts remitted by carriers. Requires DOT to take corrective action, if necessary, to ensure that PFC revenues collected by air carriers will be considered assets of the airports, not the bankrupt carrier, in the event of airline bankruptcy. [Sec. 121]

• Prohibits PFCs on frequent flyer award tickets. In granting PFC application approvals, the DOT Secretary must find that the application includes adequate justification for each of the specific projects. [Sec. 204]

• Extends, through FY '96, the Military Airport Program (MAP) set-aside at 2.5% of AIP funds for 15 (increased from 12) airports. For airports added to the program in the future, the DOT Secretary must find that the project would reduce delays at an airport with more than 20,000 hours of annual delays. [Sec. 116]

• Establishes the federal share for terminal development at 75% for large hub airports and 90% for all others. Allows AIP grants to pay for bond indebtedness for terminal development at a non-hub airport between 1/1/92 and 10/31/92. [Sec. 117]

• Expands AIP eligibility to include explosives detection equipment and universal security access control systems if they meet under the AIP. [Sec. 104]

• Provides that no AIP funds will be available for the replacement or reconstruction of pavement unless airport provides assurances it has implemented an effective pavement maintenance/management program. Requires DOT to study costs and benefits of a requirement that the manufacturer or installer of pavement maintenance and rehabilitation projects provide minimum warranties. [Sec. 107]

• Allows a state to sponsor an application for any group of eligible projects at several airports. (Current law requires that the projects be "similar." [Sec. 106]

• Continues authority for Letter of Intent (LOI) commitments and permits DOT/FAA to obligate an LOI in the same fiscal year it is issued. [Sec. 115]

• Continues exemption for funding of soundproofing residential buildings (not completed a Part 150 study). [Sec. 119]

• Requires a DOT study on innovative financing, including loans, loan guarantees and loan insurance, as a means to supplement AIP grants, find innovative approaches for using finance airport development, and to lower airport financing costs. [Sec. 526]

NBAA President Olcott Speaks at Aero Club Luncheon

(Reprinted with permission from the NBAA Digest)

As the featured speaker of the September Aero Club in Washington, DC, NBAA President John W. Olcott highlighted the importance of general aviation — and, specifically, business aviation — to our nation's air transportation system. Below are some of his comments and insights.

"I am concerned that the Clinton Administration does not have a more comprehensive view of aviation in the United States. The Administration gives me the impression that air transportation is almost exclusively the purview of the airlines. In reality, for many communities, general aviation is their air link to commerce. The role of general aviation within our nation's transportation system seems to be overlooked or, at best, not fully appreciated.

"In the United States, approximately nine billion air miles are flown annually, of which nearly four billion are accounted for by general aviation. Compared with the airlines, general aviation flies nearly twice the hours per year, has five times the number of takeoffs and landings annually, and carries over 120 million people aloft each year. While the airlines focus their flights between major city pairs, general aviation provides access to over 10 times the number of airports with scheduled airline service — 100 times the number with convenient service if you consider that about 75 percent of all airline passenger enplanements and deplanements occur at only 55 hub locations.

"Even with such activity, general aviation consumes only about 7 percent of all fuel used for civil aviation. Obviously, general aviation is an efficient form of air travel.

"Business aviation is proud of the role it plays within our nation's transportation system. After several years of declining activity, the number of flight departments has grown in the last three years to about 6,750 compa-

(CONTINUED ON PAGE 7)

(CONTINUED FROM PAGE 6)

nies operating nearly 10,000 turbine- powered business airplanes, as well as a sizable number of turbine-powered helicopters for business transportation.

"We are proud of the technology that our community brings to aviation. General aviation aircraft used for business transportation represent the latest in technology, offering flight envelopes exceeding those of the typical airliner in altitude capability and airport performance. Aircraft used by NBAA Member Companies have pioneered applications of satellite communications and navigation.

"Our Member Companies find business aviation a very effective tool for obtaining maximum productivity from their two most important assets — people and time. They use their aircraft to reach markets that are not easily accessible via commercial airlines.

"Business aviation needs the Clinton Administration's help, as well as the help of Congress, in expanding access to airports internationally, and we need assurances that business aviation will not be denied access to airports and airspace domestically. Our community needs representation on user groups and governing bodies that will shape the future of our nation's transportation system."

Welcome!

The Laurel Airport Authority would like to welcome Kent Potter and his new business, Northern Skies Aviation, Inc. to the Laurel Municipal Airport. Kent has logged 10,000+ hours and is an ATP, CFII certificated pilot, with ASMEL and SES ratings. He also is an A&P mechanic with Inspection Authorization. Before starting Northern Skies, Kent recently was privileged enough to fly for Big Sky Airlines-Billings, Aspen Airways-Denver, air ambulance for St. Vincent Hospital-Billings, and Providence Hospital-Anchorage, AK.

Northern Skies Aviation offers 80/87, 100/130 Avgas, and 91 octane Mogas, with the avgas on a fuel card lock system. Maintenance with major and minor repairs; aircraft rentals; flight school from private through ATP and tail wheel instruction in Super Cubs.

Kent hopes to have his 135 certificate in the near future. Stop in and meet Kent at our areas newest FBO.

The Laurel Airport Authority would like to inform the area pilots of the airports hangar lot expansion. We have expanded our leased ground for new hangar construction and have lots available for lease. Call Dr. John Smith for details—628-6373.

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Here's a sight you don't see every day. Roger Meggers and local pilots from Baker decided to "clean the dust off" their Piper Cubs and line them up for a photo. A total of nine Cubs were rolled out of hangers for this picture.

FAA Issues Certificates

Private

Danny Anderson	Poplar
Dwain Bitterman	Libby
Sarah Dawson	Billings
Rebecca Foot	Kalispell
Brian Nelson	Bozeman
Jon Rashleigh	Whitefish
Thomas Richards	Livingston

Multi-engine

Thomas Kieffer	Cutbank
Charles Westwood	Billings

Instrument

Charles Westwood	Billings

ATP

Rodnye Baird	Billings

CFI Renew

Jason Bell	Helena
James Cooney	Helena
Jonathan Finley	Helena
Rodney Weeding	Jordan
Paul Yednik	Ennis

Aviation Open House

Rocky Mountain College is offering an open house on Saturday, December 3rd, for everyone interested in pursuing a career in aviation. The program will include info on aviation careers, industry job prospects, and college financial assistance. Details on RMC's flight education degree and opportunities for a combined study of aviation and business will also be provided.

Anyone interested in attending this open house can obtain more detailed information by calling the RMC Aviation Program at 1-800-877-6259, ext. 1060 or 406-657-1060.

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